# Deck Frequently Asked Questions

## DWG

**Q:** I recently found that I am missing several blueprints required for INSURV as well as some contractor work. How can I obtain new copies of ship specific blueprints?

**A:** Follow the link to combined regional technical libraries info request form on our webpage.

## LADDERS

Q: Where does the requirement for label plates come from on the Accom ladder?

A: The requirement for the weight test falls under the JFFM volume 4- chap 13, GSO 622J, and NSTM 600. The requirement for the bail bracket is a separate test prior to the fully rigged accommodation ladder IAW the test procedure listed in the before mentioned references. The reason for the label plate on the bail bracket assembly is to identify the specific piece of equipment to the documentation of the weight test that was conducted.

## ANCHORING

Q: What can I use to seize the bitter end shackle in the chain locker?

A: Seizing wire NSN 1640-00-222-4482 mentioned in MIP 5811/020 S-11 can be used.

Q: I have been going through all of the instructions, but have so far been unable to find the specific procedure for the Anchor drop demo. The 4730.1f states that "anchor will be dropped… IAW prescribed test procedures". Can you give me any guidance on where to find that procedure?

A: The anchor drop test is conducted IAW PMS 5811 U-1. Your ships Bos'n and BMC should know about the procedure.

Q: Our anchor chain is connected to the chain locker padeye w/ a det link and a screw pin shackle. NSTM 581 calls for a bitter end shackle; however our SIB calls for the screw pin shackle we currently have. Our intention is to go by our SIB unless this is a problem. Pls see below for cut and copied SIB. Thank you for your time and attention.

A: Your ship's DWG trumps NSTM 581. INSURV will expect to see what you DWG shows. If it calls for a Detachable link with a screw pin shackle then that would be correct. However, If you have a safety anchor shackle that would be IAW NSTM 581 and would require a DFS.

Q: We found an outstanding "script" for Full Power Ahead/Astern Steering Checks on INSURV website and are using it to practice/rehearse. I have looked for similar guide for anchor drop

test to improve communications between forecastle and Anchor Windlass Machinery Room. I have not been able to find something similar for Anchor Drop test so we created one. I would like our Deck Inspectors to look it over and give us feedback.

A: As you know references for event DK0130 (underway anchor drop test inspection) are NSTM 581, GSO 581, and applicable updated MIP in this case 5811/004 U-1. It is our expectation that ships utilize U-1 MRC (as the intended script) to conduct the drop test to maintain standardization, eliminate any misinterpretation and more importantly ensure feed-back to the warrant holder/fleet in case any mistakes or typos are found (as recently as 3 months ago IRT stoppers).

Q: If a ship were to bend a fluke on an anchor what should they do?

A: a. Repairs are required in high stress areas of load carrying members when wear reduces cross sectional areas and increases clearances by 10% of applicable drawing dimensions.
b. Any area which contains linear indications greater than 0.25 inches long, as determined by visual inspection, shall be magnetic particle (M/T) inspected to identify all indications in the immediate area. Linear indications, which are greater than 0.25 inches long, and which are oriented such that propagation may occur under load and lead to failure, are to be ground to sound metal. Non-linear indications in castings shall meet the requirements of MIL-STD-2035. Unsatisfactory non-linear defects shall not be ground deeper than 1.5 inches or 25% of cross section thickness, whichever is less.
c. Weld Repair: Where depth of ground out area does not exceed 10% of cross-section thickness it may be faired into the surrounding surface. When grinding depth exceeds 10% of thickness weld repair is required. M/T inspect root and final pass of weld repair; acceptance criteria in accordance with MIL-STD-2035. Minor surface defects such as lap marks, surface crimping, etc., do not require repair.
d. Crown pin (stockless anchor) bending is acceptable unless pin shows evidence of cracks that will lead to failure.
e. Ten percent bow (bend) in either plane of anchor shank or either anchor fluke is acceptable as long as system housing is not affected and no cracks exist. When straightening is required, N.D.T. of maximum stress areas in plane of bending is mandatory.
Anchor chain inspection to be accomplished in accordance with Sections 581-5.4.1, 581-5.4.2, 581-5.4.3 and Table 581-5-6 of NSTM S9086-TV-STM-010/CH 581.

Q: I have a quick question about something that was brought up to me about anchoring nomograph sheets. My deck chief was told these graphs were required for INSURV to be posted in the pilothouse. I have never seen these anchoring nomographs and it isn't on our INSURV checklist. I emailed our ISIC and waiting for a response. If you have ever heard

of this or know where to get these graphs copied it would be a big help and just make our INSURV go that much better.

A: certainly hope you have reviewed 581-2.2 and know that even for some reason you can't find ship/class specific nomograph you can always use the general guidance in NSTM 581. As for having them posted or presented during INSURV inspection that is not a requirement however, every ship in the Navy uses them for anchoring calculation.

**BOATS/PUNT**

Q: We currently have a fiberglass/rubber boat as our punt. Will that be a hit during insurv?

A: NSTM583-2.3.1 PAINT PUNT. The punt is a non-powered craft used to inspect the waterline area of a ship while at anchor or in port. The punt is manhandled from its stowed position, and then lowered from the deck to the water by rope pendants secured to the bow and stern handles. Up to three persons with painting or other gear board the punt from the ship's access ladders. The punt is propelled by paddles or positioned using the pendants. Lightweight,
stability, resistance to swamping and durability are valued characteristics for the application.
a. General form: the punt shall be a flat bottom, transom-ended punt or jon boat with bow, center and stern bench seats.
b. Dimensions:
1. Length: 13.5 to 14.5 feet (4.1m to 4.4m)
2. Overall beam: at least 55 inches (1.4m)
3. Chine beam (bottom width): at least 36 inches (.9m)
4. Depth: at least 17 inches (.43m) measured vertically (punts designed to accommodate outboard motors may
have transom cutout of not less than 15 inches (.38m) depth)
5. Weight: shall not exceed 200 pounds (90.9kg)
c. Materials and construction: the hull and structural components shall be manufactured of 5000 or 6000 series
aluminum alloy suitable for use in seawater, except that stainless steel fasteners may be used. Use of wood shall be limited to plywood suitable for exterior exposure, where necessary for backing plates, reinforcement of transoms designed for outboard motors, and similar components. The punt shall be fitted with a minimum of two handles on each end of the punt (four handles total). Handles shall be well rounded to prevent injury to or undue stress on hands. Handles shall be secured to the punt with through-bolts or solid rivets, or may be integral to the hull. Tubular rivets, pop rivets, or self-tapping screws shall not be used to secure handles. Handles shall as a minimum be strong enough to support the entire weight of the punt when suspended from a single handle
d. Stability and load capacity: the punt shall have a capacity of at least three persons, shall have a total load capacity of at least 600 pounds (persons and gear). The punt shall provide level flotation, and

shall have a load capacity plate installed in accordance with the requirements of 33CFR183.
e. Acceptable products are: Alumacraft 1436 lite, Alumacraft 1436, Alumacraft 1442, Lowe 1436. However, due
to the possibility of manufacturing changes, the specifications of the product shall be verified against the
requirements of this purchase description before procurement.

## SAR

Q: ATG SAR CERT people and they are telling the ships that the Anti-sabotage compound that the PMS 'Tells' them to put (anti-sabotage compound) on the retaining nut is not required. Is there clarification on whether it's supposed to be there?

A: There are three cards. R-1, R-2, and A-1. The R-1 and R-2 do not speak to anti-sabotage compound being needed at all. The R-1 is used for Inspect, Test, and Lubricate PRIOR TO EACH DAY's USE. The R-2 is for cleaning the preserver after each use. The R-2 states to follow NAVAIR 13-1-6.1-2 for maintaining the jackets. The only thing mentioned in the NAVAIR 13-1-6.1-2 is on page 19-14, Sect 19-43.6. "Safety Wire inflator as required in accordance with paragraph 19-45. Sect 19-45 states the proper way to install the .0159-inch Type S copper wire. There is no mention of the anti-sabotage compound being needed and as such seems to not be a NAVAIR requirement at all. However, MIP 5832/022, A-1 (Inspect and Test Life Preserver) clearly states to apply anti-sabotage compound to the inflator retaining nut on Note 3, Item L. This causes an obvious problem that stays hidden until an inspection team finds it. Each ship's SAR swimmer will not see the requirement for the anti-sabotage compound until he/she sees the A-1, even though they are inspecting the jackets daily as per the R-1 and R-2 as required.

## LIFE PRESERVERS

Q: I am looking for a copy of the recall message for the SDI Co2 cylinders. If you could provide any assistance on where I can find it, or send me a copy, I would greatly appreciate it.

A: Provided copy of naval message DTG R 072331Z FEB 02.

Q: Looking at our abandon ship life preservers the buddy line is sewn into the pouch. Do we need to cut them and tie them with a bowline?

A: It is not necessary to cut the sewn cords however, should you need to replace the cord because it is damaged or missing only then follow the length mentioned in the MRC. Also ensure the end of the sewn cords are secured to the accessories with a bowline, and specially pay attention to the buddy line as the slot sewn for the buddy line toggle sometimes is too small and you have to follow the MRC to put a bowline on a bight in the line like the old MILSPEC's.

Q: Currently we carry both commercial and mil-spec abandon ship life preservers. However, the word I've been hearing is that the mil-spec is phased out and no longer in use. Is there a documentation that confirms this?

A: There is no catch all message to delete MIL-SPEC abandon ship life preservers, as long as you have the ability to maintain them IAW PMS your are expected to carry them however, also make sure you look for and dispose of recalled CO2 cartridges manufactured by SPARKLET/JEFFERSON found specifically in MIL-SPEC abandon ship life preservers.

Q: Are we still able to use the MAYWEST Abandon Ship Life Vest? I have been told different things by different people and I want to be sure.

A: If you are referring to the Mil-Spec (AKA rubber duck) jackets, yes you can use them since they are covered by PMS MIP5832/005 (Mil-Spec) just make sure the CO2s are not the recalled ones and they are PMS'D.

## LIFE RINGS/DML'S

Q: The type of battery we currently have installed in our life ring markers have coils to which we attach the connecters for the lights. Are these the right type of batteries? We are thinking they should have a connection which instead of spring coils, there should be a connecter which fastens down so the connecters will not become loose when thrown overboard. Which drawing or applicable tech manual would show the proper battery and connection?

A: Commercial DML batteries provided by the manufacturer are short square 6 volt batteries with screw top connectors. Check your MIP/SPMIG, pay attention to the CAGE # as that number is what indicates whether it is the spring or screw top connector. Here is a list; The manufacturer, ACR, is very clear about battery requirements and lists several approved part numbers. In the Specification Sheet and Product Support Manual attached, it explains the importance of using only the approved batteries because of the differences in battery weight and its effect on buoyancy (the battery must not weigh over **1.49 lbs**.) and also that the battery should be able to last for a minimum of 15 hours.

## LIFE LINES/HEAVY WEATHER LIFELINES

Q: I don't see it on the check list for life lines, but I have been told in the past that the screw pin shackles must be seized? Is that still correct and if so where would I find it in writing. My flight deck Leads seem to think it is a FOD issue.

A: Here is the reference right out of the GSO 612d. It doesn't say anything about seizing.
Access guards of chain shall incorporate a 3/8 inch connecting link, type II, grade C, on each end and a 1/4 inch

galvanized steel chain type I, grade C, conforming to Fed. Spec. RR-C-271 in addition to the above. Chain shall not be used on weather deck areas subject to EMI or IMI requirements. Access guards of synthetic or wire rope shall use a terminating eye piece at each end in addition to the above, except that synthetic thimbles shall be used with synthetic rope with a 3/8 inch anchor shackle, screw pin.

Q: I have a question regarding our heavy weather life line, which we rig on the port side of our forecastle. During our recent PIA, I was told by my inspector that if there are more than 3 threads showing on the end fitting of each section of the line, then the entire system would fail because of that. On the other hand, an inspector from ATG indicated to me that it might be a minor hit, but would not down the entire system. I was wondering which of these two statements is correct.
A: MIP 6121/003 S-5 note 5 reads: the following are indication of an improper assembly and require corrective action: if sleeve has more than 4 threads exposed, if less than 1 inch of wire rope extends beyond mouth, if sleeve and socket are cracked or deformed, or if wire rope or plug are loose in sleeve.

Q: Is it written anywhere how tight the Kevlar turnbuckle locking nuts need to be on lifelines? Please provide ref. and page number.

A: MIP 6121/003 A-3 under tools calls for 12" HD adjustable wrench and 8" slip joint pliers and couple of more tools however, there is no specific torque is mentioned so use the tools covered in the PMS to secure the lock nuts accordingly.

Q: Where can I find where it states how tight the lock nuts on Kevlar lifelines should be? I have looked at PMS cards, GSO, NSTM's, and blueprints and can't find a single thing mentioned of the lock nut. RADM Thomas has been onboard a couple of times and has stated that the lock nut is required to be tighten more than just hand tight and hand tight is all that I've ever done with lock nuts on any type of turnbuckle device.

A: MIP 6121/003 A-3 under tools calls for 12" HD adjustable wrench and 8" slip joint pliers however there is no specific torque is mentioned so use the tools covered in the PMS to secure the lock nuts.

**LINES**

Q: I have a question about the size of the eye splice for our mooring lines that we just received. Is there a proper method of measuring the eye splice in the mooring line? If so, could you explain it to me?

A: NSTM 613 covers the requirements and procedures for wire and fiber rope splice (see attached) general description mentioned in the 613

states: the eyes in mooring lines are normally 6 to 10 feet long, depending on the size fittings (bollards, bitts or cleats) used. The rule of thumb according to 613 for preferred length of the eye is 5 times the diameter of the fitting; this prevents uneven loading of the eye.

Q: We've recently ordered SPECTRA mooring lines to replace our old lines. Do you foresee any problems that we could run into during the MI by the fact that we're using a different type of line?

A: MIP 5821/016 R-2 (Synthetic) R-3 (Aramid) and R-4 (High Modulus Polyethylene SPECTRA) covers the required maintenance for your mooring Lines therefore as long as you maintain them correctly you should have no issues regardless of their type.

## PAINT/NON-SKID

Q: We would like some clarification on exactly what colors are acceptable for the hull numbers. We hear that light gray and ocean gray are the appropriate colors, but cannot find this in the stock system. We want to avoid mixing deck and haze gray with white to get a color that is close, but not quite right

A: See attached message (R 110012Z MAR 97) LETTERS/HULL NBRS - REPLACE WHITE WITH LIGHT GRAY (FED-STD-595, COLOR 26373) AND BLACK WITH OCEAN GRAY SILICONE ALKYD ENAMEL, MIL-PRF-24635B, (FED-STD-595, COLOR 26173) Also review your NSTM 631 (note the message mentions NSTM 631 VOL1 in the message, NSTM 631 use to be 3 volumes) the latest is only 1 book rev 3 dated 2008 also attached in this email for your information and reference.

Q: Good morning sir, do you have any references you can sent me that spells out the requirements and limitations in black and white IRT color topping (AKA deck wash) on nonskid.

A: NSTM Chapter 634, Revision 4. The essence of the guidance below can be summed up as follows: 1) it cautions against over-use of color topping due to potential for compromising slip-resistance, however it does not restrict re-application of color topping for safety and VLA purposes (i.e., the lines of white, yellow, red, etc.); 2) it prohibits cosmetic color topping (i.e., 'deck washing') of nonskid with color topping (or other deck gray colored paint), however it allows application of aggregate containing deck gray color topping with NAVSEA approval via DFS
634-7.9.1 General. This section covers the application of color toppings for VLA and safety markings, and for application as a cosmetic top coat to non-critical decks. Continuous use of these coatings may compromise the slip-resistant properties of the nonskid. Therefore, caution shall be exercised when using any color topping, so that optimum slip resistance of the deck will be maintained. Color topping for cosmetic purposes may only be applied as a one-time application with Type Commander approval only. Color topping for safety and Visual Landing Aid (VLA) markings can be applied as

required for safety and VLA clarity. The application of color topping to flight deck, hangar deck and VERTREP deck nonskid areas for reasons other than VLA or safety markings is strictly prohibited. Peripheral deck edging and areas not receiving non-skid may substitute the manufacturer's color topping for MIL-PRF-24635 deck paint.
NOTE
Painting an entire deck or a section of a deck for cosmetic purposes is strictly prohibited. The application of color topping to a flight deck for reasons other than VLA or safety markings is not permitted.

## PILOTS LADDER

Q: There is a lot of confusion in the fleet WRT how to rig my pilots ladder. Can you tell me the correct way?

A: Attached is the drawing (804-5000900) for the Pilots Ladder, note details 13 B and 23 B. Although detail 23 B is for bulwark mounting, the design can be modified to be used at the deck edge. To accomplish the "over-the-side" handrail assembly, reverse the detail, sockets would be attached to the deck and the handrails would extend ~ 36 inches down on the exterior of the hull, recommend attaching sole plates to the pipe ends that would come in contact the hull.

## TOWING

Q: I just have a quick question regarding the DK EQUIPMENT CHECKLIST (updated Oct 2010), under the check sheet, the following is listed:
SAT UNSAT N/A TOWING HAWSER END FITTINGS WERE INCORRECT TYPE (NEWCO OR BOSTON THIMBLES NOT AUTHORIZED)
If NEWCO is not authorized, then what is the acceptable fitting for our towing hawser end fitting?

A: Boston thimbles are similar to towing thimbles except they are made of aluminum bronze alloy. Both Boston and NEWCO thimbles **should** be replaced with the towing thimble.

Q: My ship’s DWG does not specify where to rig the jackstay pendant for towing. Where do I find more information on how to correctly rig it for INSURV?

A: NSTM 582 provides a general towing arrangement. Your ship should have a towing bill complete with a DWG vetted through your ISIC and TYCOM signed by your CO that shows exactly where you are to rig your jackstay.

## UNREP/WEIGHT TEST PLACARDS

Q: We are preparing for our MI in July. After reviewing our weight test data we discovered we did not have the data for the RAS/FAS stations on the O-2 level. We contacted Bath Iron Works for the data and they said they no longer have the records for FFG-XX. We do have

some of the plates but not the records to go with them. What will be the impact to us if we are unable to find the records? Also, do you know where we might be able to go to find them, or remedy the situation.

A: NTTP 4-01.42.6.4 it is not necessary to conduct periodic static and dynamic tests of fuel and cargo stations, provided that inspections are held before each use, which no defects are noted, and that weight test memos or label plates of the last static and dynamic tests are maintained on board".

Q: Does the probe receiver need to be bare metal or can they be painted.

A: IAW 0978-LP-035-3010, Single Probe Fueling System page 6-53, figure 6-20, piece numbers 14 and 40 and 0955-LP-026-8010, Double Probe Fueling System page 6-89, figure 6-52, piece numbers 25 and 26 (receiver bellmouth and housing) should not be painted. When inspection is performed in accordance with the maintenance requirement it should include internal and external surfaces of the bellmouth and housing.
Possible confusion in painting of the bellmouth and housing comes from interpretation of 0978-LP-035-3010, Single Probe Fueling System, page 2-37, paragraph 2.5.1, number 5. "All attachment points and major rig fittings are painted white (to aid visibility under night lighting conditions)". The bellmouth and housing are not attachment points. For the single probe receiver the swivel, swivel arm, bail and pelican hook should be painted white. Double probe receiver the bail and pelican hook is painted white.

Q: We are preparing for our MI and after reviewing our weight test data we discovered we did not have the data for the RAS/FAS stations on the O-2 level. We contacted Bath Iron Works for the data and they said they no longer have the records. We do have some of the plates but not the records to go with them. What will be the impact to us if we are unable to find the records?

A: Most Port Engineers have historical data soft copies to provide when necessary on the other hand as long as there are no abnormalities/damages to your UNREP station attachments and you have either placards or test data documents you meet requirements, but in the event that there are issues then the discrepancies would be documented using the Equipment Operational Capability (EOC) and safety priority grading system, please see below for amplifying data:
571-5.1.2 SHIPBOARD TESTING AND INSPECTIONS. For equipment in service, periodic inspections and tests shall be performed in accordance with Planned Maintenance System documents, including Maintenance Repair Cards (MRC's), System Operability Tests (SOT's), and applicable NSTM chapters. Periodic weight testing is not required for non-NAVORD equipment. NAVSEA SG420-AP-MMA-010 shall be consulted for NAVORD equipment testing requirements.

NTTP 4-01.42.6.4 it is not necessary to conduct periodic static and dynamic tests of fuel and cargo stations, provided that inspections are held before each use, which no defects are noted, and that weight test memos or label plates of the last static and dynamic tests are maintained on board".
571-5.1.6 TEST RECORDS. Upon completion of load and no-load tests, test data shall be recorded on a Test Data Sheet. All tests shall be witnessed by, and the test record shall be signed by, both a test facility witness and a ship's force witness. A record of each test shall be maintained by the test activity. The test activity shall prepare and permanently install test label plates on all tested equipment, listing the test, test load, test activity, and date of all tests conducted. It is not necessary to conduct periodic static and dynamic tests of fuel and cargo stations, provided that inspections are conducted before each use, and that load test records or test label plates of the last static and dynamic tests are maintained on board.